

E0-201
CJ

Christa Dean/STB
03/07/2005 05:02 PM

To khobb@ohp.parks.ca.gov
cc wendyjohnson@co.san-joaquin.ca.us
bcc
Subject Fw: Linden Rail Report from Brian Ludwig
Log No. STB041021A

Dear Mr. Hobbs:

As you know, the Stockton Terminal and Eastern Railroad (STE) filed a notice of exemption with the Surface Transportation Board (Board) seeking approval authority to abandon an approximately .68-mile rail line in San Joaquin County, California. [STB Docket No. AB-812X]. The Section of Environmental Analysis (SEA) is the office within the Board responsible for conducting the environmental review process pursuant to the National Environmental Policy Act (NEPA), including the National Historic Preservation Act (16 U.S.C. 470f).

On February 2, 2005, your office recommended that a qualified archaeological resources consultant conduct a survey of the project area prior to abandonment. We are submitting the results of the cultural resources investigation for your review. In the interest of completing the Section 106 process in a timely manner, we would greatly appreciate your response by Tuesday, March 29, 2005. Please reference STB Docket No. AB-812X in all correspondence for this proceeding.

If you have any questions, please do not hesitate to contact me at (202) 565-1606. Thank you for your assistance.

Sincerely,
Christa Dean

Christa L. Dean, Attorney Adviser
Surface Transportation Board
Section of Environmental Analysis
202.565.1606

----- Forwarded by Christa Dean/STB on 03/07/2005 03:28 PM -----



wendyjohnson@co.san-joaquin.ca.us (Wendy Johnson)

03/07/2005 02:35 PM

To <deanc@stb.dot.gov>
cc "Pete Martin" <PMartin@co.san-joaquin.ca.us>, "Ponch Trevino" <atrevino@co.san-joaquin.ca.us>
Subject Linden Rail Report from Brian Ludwig

Christa,

Here is the cultural resources report following the survey of the railroad abandonment. The segment in question was found to be

ineligible. Please copy San Joaquin County on your correspondence with the California State Office of Historic Preservation as we are very interested in seeing the abandonment process completed.

Thank you in advance for your assistance and please let me know if you have any additional questions or concerns.

Have a great day!

Wendy Johnson, Environmental Coordinator
San Joaquin County Department of Public Works
Phone (209) 468-3085 fax (209) 468-2999



Linden Rail Cult Res Survey Ltr Rpt.pdf



EDAW INC

2022 J STREET

SACRAMENTO CALIFORNIA

95814

TEL 916 414-5800

FAX 916 414-5850

www.edaw.com

March 4, 2005

Wendy Johnson
Environmental Coordinator
San Joaquin County
Department of Public Works
P.O. Box 1810
Stockton, CA 95201-3018

**RE: Cultural Resource Investigation for the Proposed Stockton
Terminal and Eastern Railroad Abandonment, San Joaquin
County, California**

Dear Ms. Johnson:

This letter report describes the methods and findings of cultural resource studies performed in conjunction with the proposed abandonment of a section of the Stockton Terminal and Eastern Railroad (ST&E), located in the town of Linden, San Joaquin County, California. A historical context for the ST&E is provided in the *Cultural Resource Inventory Report for the Proposed Mojave Northward Expansion Project*, by Hatoff, B. et al. (1995).

Project Description

The Federal Surface Transportation Board (STB), in cooperation with the San Joaquin County Department of Public Works (the County) is proposing to abandon approximately 5,800 feet of ST&E rail line located in an unincorporated area of San Joaquin County near the town of Linden, California (Figure 1). The line to be abandoned extends from the western edge of North Duncan Road east to North Flood Road (Figure 2). The proposed abandonment will relieve congestion and facilitate parking near two Linden schools.

Portions of the ST&E railroad have been recorded and evaluated in other areas of San Joaquin County, and assigned the designator P-39-000100 by the California Historical Resources Information System (CHRIS). However, the segment to be abandoned had yet to be recorded or formally evaluated as to its significance per the standards of the California Register of Historical Resources (CRHR) or National Register of Historic Places (NRHP). The current cultural resource investigation focused on the 5,800 feet of ST&E rail not covered in previous investigations. On February 24, 2005, EDAW archaeologists conducted an archaeological survey within the right-of-way (ROW) of the proposed area of abandonment.

UNITED STATES

EUROPE

AUSTRALIA

ASIA

Wendy Johnson
San Joaquin County Department of Public Works
March 4, 2005
Page 2 of 5

Methodology

Documentary research for this project included a review of the records search performed by the Central California Information Center (CCIC) in December 2004. The records search results indicated that portions of the ST&E railroad in San Joaquin County had been recorded, evaluated, and determined ineligible for listing on the CRHR. Other historical resources situated in the area include the town of Linden itself which is mentioned in *Cities and Towns of San Joaquin County since 1847* (Hillman and Covello 1985), and in *Thompson and West's History of San Joaquin County, California with Illustrations* (Burns 1968). A General Land Office (GLO) plat map (1852) for the project area shows the "Mokelumne Hill Road" (current State Route 26) but little else in the way of buildings, structures, or features of potential historical significance. No other prehistoric or historic resources were noted during the CCIC record search directly within or in a ¼ mile radius around the rail abandonment project site.

EDAW archaeologists conducted a cultural resources survey of properties within the ROW of the proposed area of abandonment. Although the specific methodology was tailored to conditions in the field, in general the inventory incorporated pedestrian transects spaced no more than 15 meters apart. Any encountered cultural resources such as prehistoric or historic-era sites, features, or artifacts were recorded on USGS topographic quadrangle maps and with GPS technology. Sites were also recorded on California Department of Parks and Recreation (DPR) Series 523 Primary and Archaeological Site forms, and other forms as necessary and to the degree noted in the *Instructions for Recording Historical Resources* (DPR 1995).

In keeping with guidance offered by Section 106 standards, the Native American Heritage Commission (NAHC) was contacted by the County in relation to this proposed project. Although it is unlikely that any significant Native American cultural sites would be impacted by the project, a certain degree of consultation with suitable Native American tribes and representatives is necessary. The County contacted the NAHC on February 18, 2005 to solicit information on any concerns that they, or appropriate tribal representatives might have concerning the project.

Resource Significance Criteria

In order to be considered for listing on the CRHR, a resource must satisfy at least one of four significance criteria as defined by Public Resources Code 5024.1 and California Code of Regulations 4852(b). The resource must contain qualities:

1. that are associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. that are associated with the lives of persons important in our past;
3. that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possesses high artistic values or;
4. that have yielded, or may be likely to yield, information important in prehistory or history.

A property must also possess *integrity*; that is, retain a sufficient percentage of its original makeup. The majority of a building or structure's structural system and materials should date to the period of

Wendy Johnson
San Joaquin County Department of Public Works
March 4, 2005
Page 3 of 5

significance, and its character-defining features should remain intact. Integrity is evaluated in regard to retention of setting, location, design, materials, workmanship, feeling and association.

The following resource-specific significance criteria is included to provide a threshold of significance to be used in evaluating the segment of rail within the study area, and is consistent with State CEQA guidelines outlined in Section 15064.5.

- To what degree does the rail convey its historic character?
- To what degree has the original fabric been retained?
- Does it represent an important technical or operational aspect of railroad development?
- Does it form part of an assemblage that, collectively, is associated with an important broad pattern?
- How did the rail affect the social character of the region?

Section 106 of the National Historic Preservation Act (Section 106) and the NRHP also contain similar provisions related to resource association, integrity, and data potential. Section 106, as opposed to CEQA, requires that Federal agencies or projects with some degree of Federal involvement or support, take into account their potential effects on cultural resources. Adverse effects on sites, features, or artifacts determined to be eligible for the NRHP require efforts to mitigate adverse impacts that can range of preservation in-place to documentation.

Findings/Evaluation

The EDAW survey resulted in the recording of a single cultural resource; the segment of the ST&E rail line (and an associated RR crossing sign) proposed for abandonment. Ground visibility was good, with approximately 70%-90% surface visibility being noted throughout the project area. No prehistoric or historic-era sites or features other than the rail line were noted during this inventory. The line (Feature 1) and the associated crossing sign were recorded as a single cultural resource on the appropriate DPR forms. The segment of line that constitutes the project area was determined ineligible for listing on the NRHP/CRHR based on a lack of significant historical association, or distinctive engineering qualities.

The ST&E built its twenty mile-long rail line between Stockton and Linden in 1910. The construction took place rather quickly, and was of poor quality. During the initial construction, no rock or gravel was used for ballast, instead railroad crews followed behind the track layers forcing sand or soil by hand in between the ties. Over the years, these mediocre construction methods made for an unstable road bed, high maintenance costs, and frequent service interruptions. Eventually ST&E had to re-lay its tracks and replace the soil and sand with the rock-fill ballast seen along the line today.

The period of significance for the ST&E, which was the peak of its freighting operation, is from 1910 through the 1920s. The ST&E had nine loading stations on its line for use by local fruit growers who hauled their wares to these points by wagon, and later by motor truck. By the 1930s, area farmers and canneries began using trucks on the improved rural road network to haul their produce directly to the area's food processing centers (Hatoff et al., 1995). Components of the rail line within Linden have degraded, with some ties having been completely deteriorated, and sections of the line itself being completely covered with soil.

Wendy Johnson
San Joaquin County Department of Public Works
March 4, 2005
Page 4 of 5

The segment of ST&E rail that constitutes the project area does not appear eligible for listing on the CRHR. Research did not indicate that it is associated with events or persons considered important in California history (CRHR criteria 1 and 2). California's Central Valley was laced with an extensive railroad system during the 19th and 20th centuries. The ST&E line is but one of several branch railroads built to service the needs of local farmers and ranchers. Its initial poor construction and subsequent reconstruction do not represent significant engineering qualities in railroad development (Criterion 3). Moreover, the continued maintenance has compromised the historical integrity of the structure in regards to the retention of historic materials, workmanship, design, feeling and association. In addition, this section of line does not appear likely to provide important information on historic construction techniques, railroad technology, or the development or historical impact of transportation systems in the state (Criterion 4).

Summary

At the request of the County, EDAW conducted a cultural resources investigation of a segment of the ST&E rail line in Linden in preparation for its proposed abandonment by the Surface Transportation Board. This investigation included documentary research, a Native American contact program initiated by the County, and a field survey. A single historic-era resource, the segment of the ST&E rail line itself (P-39-000100) and an associated feature, were the only cultural resources documented as a result of this investigation.

The ST&E rail line between North Duncan and North Flood Roads in Linden, California was also evaluated for CRHR eligibility in conjunction with its proposed abandonment. This segment of rail was determined ineligible for listing based on a lack of significant association, and lack of distinctive engineering qualities. However, it is important to note that buried cultural resources not visible during the surface inventory may be present. If these are encountered during any project-related ground disturbing activities, all work in the vicinity of the find must be halted and a qualified cultural resource specialist is contacted who will determine the potential significance of the find and determine appropriate mitigation if necessary.

We have been happy to provide assistance to your office for this project and should you require any additional cultural resource efforts or input, please feel free to contact me at your convenience. I can be reached in my office via phone at 916-414-5800 or by email at ludwigb@edaw.com.

Sincerely,



Brian Ludwig, Ph.D., RPA
Senior Archaeologist

Attachments
04110030.01/chron

Wendy Johnson
San Joaquin County Department of Public Works
March 4, 2005
Page 5 of 5

References

Burns, Robert E.

1968 Reproduction of *Thompson and West's History of San Joaquin County, California, with Illustrations*. Howell-North Books, Berkeley, California.

Hatoff, B. B. Voss, and S. Waechter

1995 Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project. Prepared by JRP Historical Consultants. Prepared for Woodward-Clyde Consultants.

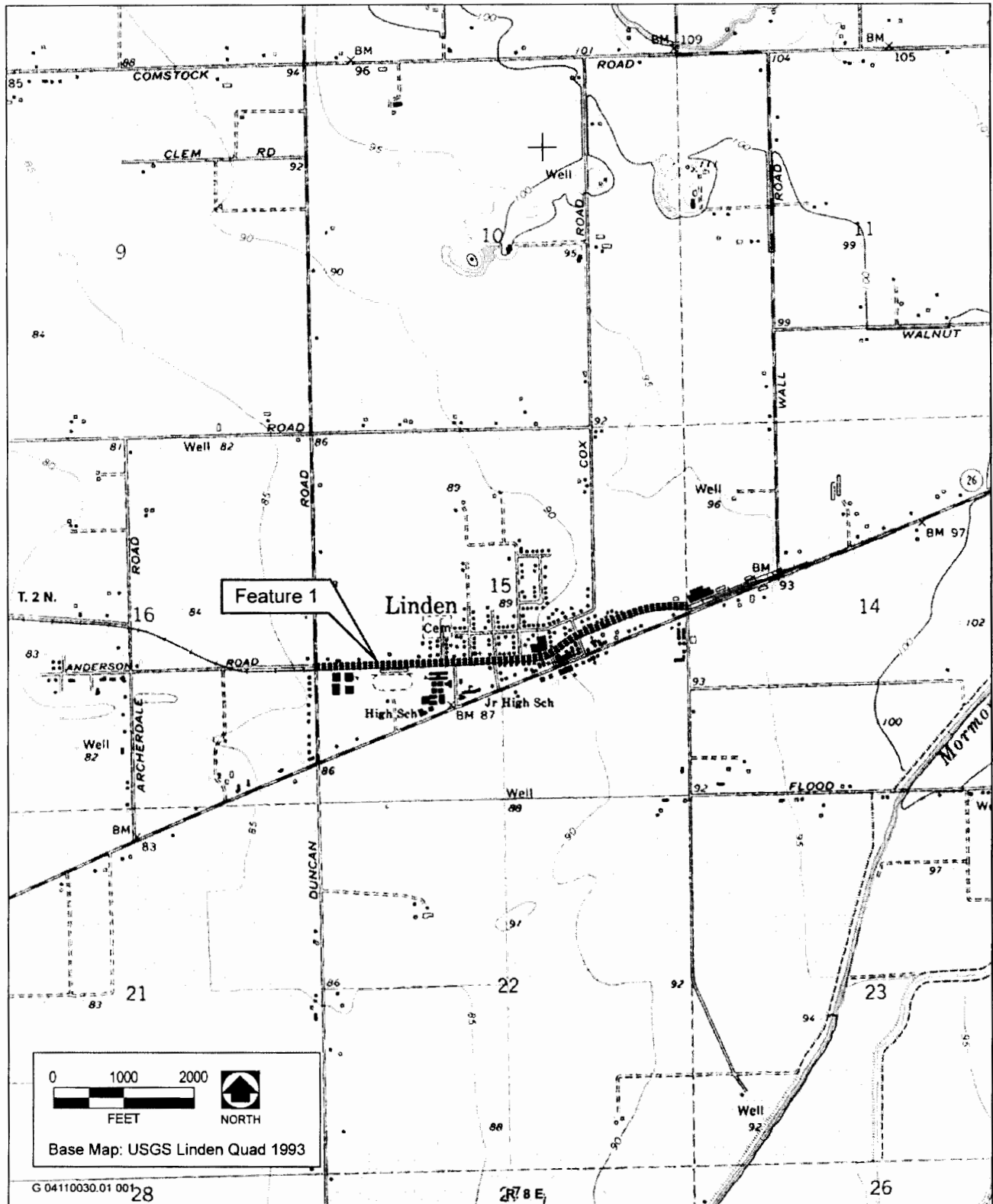
Hillman, Raymond, Covello, Leonard

1985 *Cities and Towns of San Joaquin County Since 1847*. Panorama West Books, Fresno, California.

State of California

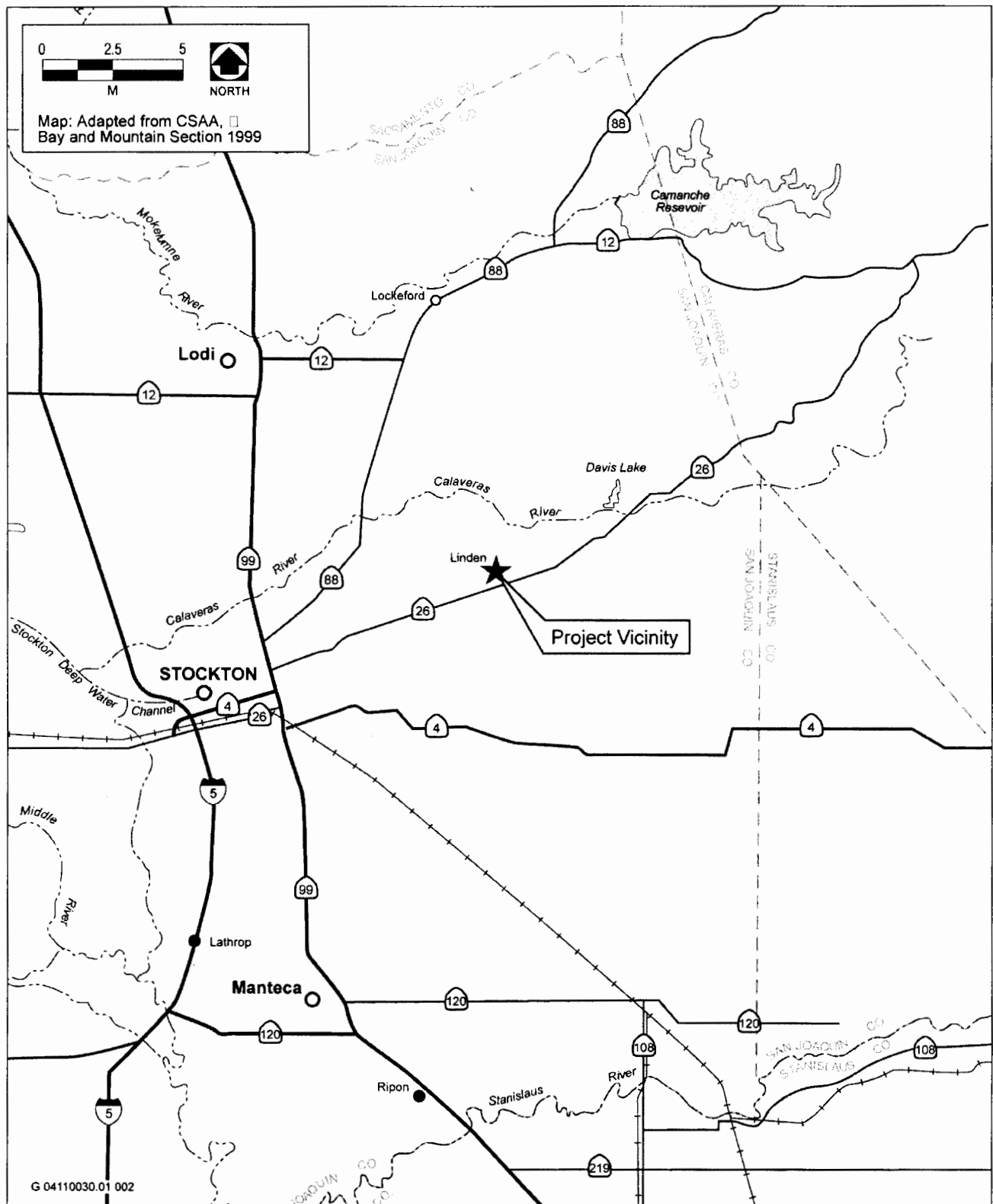
1995 *Instructions for Recording Historical Resources*. Department of Parks and Recreations, Office of Historic Preservation, Sacramento.

FIGURES



Project Location

Figure 1



Project Vicinity

Figure 2

DPR FORMS

PRIMARY RECORD

Primary # P-39-000100
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 4

*Resource Name or #: Stockton Terminal and Eastern Rail segment (Feature 1)

P1. Other Identifier:

*P2. Location: ☒ Not for Publication ☐ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County: San Joaquin

*b. USGS 7.5' Quad: Linden Date: Rev. 1993 T 2 North ; R 8 East ; NW ¼ of SW ¼ of Sec 15; Mount Diablo B.M.

c. Address: City: Linden Zip: 95236

d. UTM: Zone 10 ; 66875 mE / 4210157 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Segment of rail between North Duncan Road extending east to North Flood Road.

*P3a. Description: (Describe resource and major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This segment of the Stockton Terminal and Eastern Railroad (ST&E) measures approximately 5,800 feet, and extends from the western side of North Duncan Road east to North Flood Road. The rails and most of the ties are in relatively good condition, and run nearly at grade along most of this segment. Some of the ties are dilapidated and/or missing. One historic-era associated feature, a railroad crossing sign of wood and painted aluminum, is located within this section of the railroad corridor. Other crossing signs located within this corridor are of the modern variety.

*P3b. Resource Attributes: (List attributes and codes)
AH-7 - Railroad

*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo:
(View, date, accession #)
Photo 1176, view to E

*P6. Date Constructed/Age and Sources: ☒ Historic
☐ Prehistoric ☐ Both

*P7. Owner and Address:

*P8. Recorded by:
Tomes, A., Deis, R.
EDAW, Inc.
2022 J Street
Sacramento, CA 95814

*P9. Date Recorded:
2/24/05

*P10. Survey Type: (Describe)
Reconnaissance

*P11. Report Citation:
Cultural Resource Investigation for the
Stockton Terminal and Eastern Railroad
Proposed Abandonment, San Joaquin

County, CA

*Attachments: ☐ NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet
☐ Building, Structure/Object Record ☐ Archaeological Record ☐ District Record ☒ Linear Feature Record
☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record
☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-000100
HRI #
Trinomial

Page 2 of 4

*Resource Name or #: Stockton Terminal and Eastern Railroad (Feature 1)

L1. Historic and/or Common Name:

Stockton Terminal and Eastern Railroad

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:**

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)

From the western edge of North Duncan Road east along Front Street to North Flood Road.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) This feature is made up of metal rails, wooden ties, and rock fill. A historic-era railroad crossing sign of wood and painted aluminum is the only associated feature.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

- a. Top Width: 9'
- b. Bottom Width: 9.5'
- c. Height or Depth: 0 – 10"
- d. Length of Segment: 5,800'

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

L5. Associated Resources:

Wooden railroad crossing sign.

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Residential and industrial buildings lie north and south of the rail which runs parallel to Front Street, an impervious surface.

L7. Integrity Considerations:

The rails are intact, but some of the ties are dilapidated and/or missing.

L8B. Description of Photo, Map, or Drawing (View, scale, etc.)
Photo 1183, Lkg W

L9. Remarks:

L10. Form Prepared by:

Tomes, A.
EDAW, Inc.
2022 J Street
Sacramento, CA 95814

L11. Date:

3/1/05



State of California C The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-39-000100

HRI # _____

Trinomial _____

Page 3 of 4

*Resource Name or # Stockton Terminal and Eastern Rail (Feature 1)

*Recorded by: Tomes, A., Deis, R.

*Date: 2/24/05

☒ Continuation ☐ Update

Affiliation: EDAW, 2022 J Street, Sacramento, CA



ST&E, Looking East



ST&E Crossing sign, Looking West

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
HRI# _____
Trinomial _____

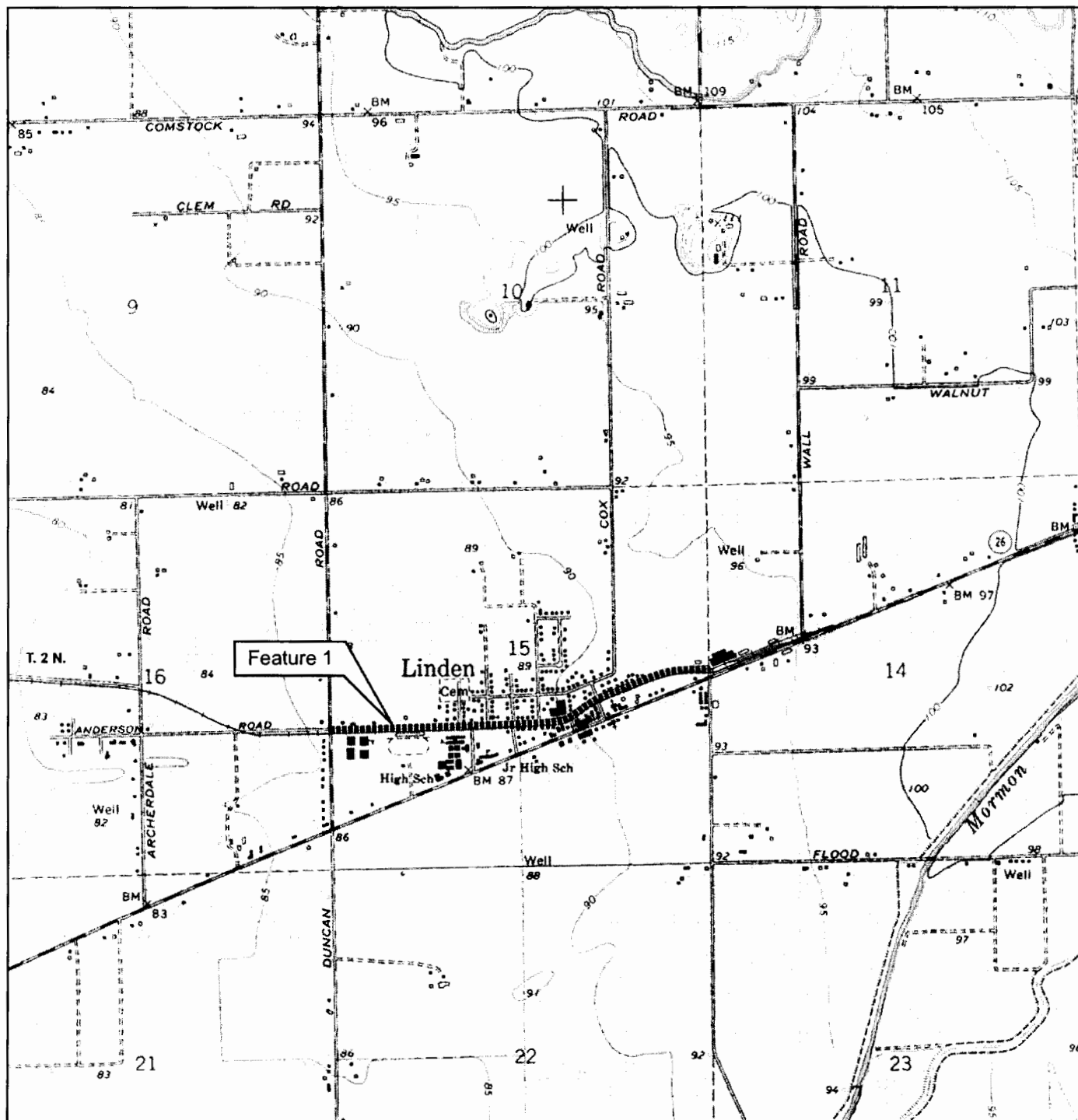
Page 4 of 4

*Resource Name or # (Assigned by recorder) Feature 1

*Map Name: USGS Linden Quad

*Scale: 1:24 000

*Date of Map: 1999



PHOTOGRAPH RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Reviewer

Date:

*Resource Name or #: Stockton Terminal and Eastern Railroad

Lens Size:

Negatives Kept at: EDAW, 2022 J Street, Sacramento, CA

[illegible]